well-filled baskets that contained all kinds of provisions. These they disposed of at Del-TRAMPING DOWN.

TRAMPING DOWN.

On Monday night the travellors took the cushions out of the seats and made them into beds by spreading them across the tops of the seats. There was very little sleep, though, for anybody. The excitement and anxiety were sufficient to keep the majority awake, and the hilarity of the few spirits inciliferent to the situation would have prevented sleep anyhow. To the women the hilarit was very long, although everything possible was done for their comfort. Early vesterday morning twenty of the men determined to make the attempt to get to the city on-foot. They succeeded, after weary hours of drawing one leg after snother through deep snow drifts, in getting to Mott Hayen. Here they took a short rest and then plodded across to the suburban branch of the Becond avenue elevated road.

One of this party said that a train a few miles back had been completely snowed in. The snow as banked up all about the engine, and the fires were out. The supply of coal had run short, and such wood as could be obtained by chopping up the card tables in the smoker gave out. All the passengers were suffering from cold, and one man was reported to be so badly frozen that it was not believed that he would recover. There was considerable suffering from hunger also.

At Mount Vernon the fire department was

from hunger also.
At Mount Verson the fire department was At Mount Verson the fire department was called out to pump water into the engines of several local trains of the Hariem road that had been held there. The average number of passengers on each train was placed at 200. Mr. Butler, one of Superintendent Toucey's assistants, was on the shore line express of the New Haven road, and left the train at 110th street. He said that he suffered no hardships until he began his walk down to the depot, when he found himself enveloped in dritts that nearly engulfed him. Several times he fearsal that he had bitten off more than he could chew. He got to the offices in the depot completely expansived. Another official was snowbound at Mott Haven, and walked down. He was lucky enough to capture a sleigh after trudging through miles of snow above his knees.

MRF. PRESCOTT'S BRAVE WALK.

Mr. Prescott, one of the owners of the Consumers Coal Company of this city, was caught, with his wife, on a local Harlem train at Mott Haven. They started, with a party of three men. Monday noon, to walk down.

"It was impossible to tell," he said yesterday, "where the drifts lay, because of the many depressions in the road that we took. The snow was seldom less than knee deep, and while walking along in what appeared to be a level we would suddenly find ourselves floundering up to our arm pits. My wife was almost chilled to death. The most of the time she was wading through snow up to her waist. When we finally got to the Suburban road she was almost dead."

"Why did you leave the train?" he was asked. MRS. PRESCOTT'S BRAVE WALK.

many got to the Sudarban road saw was atmost dead."
"Why did you leave the train?" he was asked.
"Because." he replied. "We feared being
frozen to death if we stayed there. Before we
left the train the pussengers were chopping up
the card tables and seats for fire wood. It was
simply a question of staying and freezing or
striking out and taking the chances of getting
home. In fact, we did not think the travelling
would prove so bad as it did."

MEN SUPPERING ON A STALLED CATTLE TRAIN.

MEN SUPPERING ON A STALLED CATTLE TRAIN.

A railroad man from Albany arrived down town on the Sixth avenue elevated yesterday. He had left his train behind him at the blanhattanville station of the Contral's Hudson River branch. His train was a mixed one, with a good deal of live stock and a dozen or more persons aboard when it left Albany at 5 Ociock Sunday evening.

"We got stuck along about Breakneck," he mid, "and lay there until a freight came up behind us. The engineer cut loose from his own train and shoved us along to yonkers, and there he left us and went back after his train again. We got along somehow until we ran into a train ahead of us and smashed the aboose all to splinters. It didn't do any other danage though, and we got on at last to Manhatatanville station. There our own engineer cut loose and said he'd run ahead for water. We didn't see anything more of him, and we've lid there over since. The dist ones out were phyself and another man. He came near dying before we got through the drifts. I had to pull him out two or three times, and if he hadn't aid some whiskey and drunk a little once in a while I think he'd a been a goner. There are eight or nine men left there, and they haven't anything to eat, or any money to buy if even if there was any place to get it. There were some of the cattle dead already when I left, and the sheep and hogs especially seemed to be suffering."

The story was corroborated by an Iowa man ho was coming through on the same train who was coming through on the same train with nineteen horses, and who escaped and got down town himself and brought a large satched along besides, carried over his shoulder by a piece of rope. He were two overcoats, and was otherwise prepared in Western fashion for cold. He said he didn't mind this Eastern weather much, but thought the railroad accommodations left something to be desired. Many of his horses were dead, and he expected to lose them all.

TRAINS BUNNING TO NEWARK.

TRAINS RUNNING TO NEWARK.

The Pennsylvania broke the blockade at 5:20 yosterday afternoon. At that hour they sent a train to Newark. It carried out about 250 people who had been waiting for hours to get home. This train got back to Jersey City at 6:41, and was sent over the line again at 7:51. It returned at 8:50, and at 9:48 it left for Newark again. At 10:30 a second crew was put on and Superintendent Crawford said that he should send trains over the road as far as Newark overy forty-five minutes all night. Superintendent Crawford got to work in the morning by 9 o'clock with a large force.

Intendent Crawford got to work in the morning by 9 o'clock with a large force.

The yard was in pretty good shape, and by 11 o'clock an attack was made on the drifts near Marion. The west-bound track through the deep cut was found to be almost clear of snow, but the seast-bound is covered up with so many feet of it that it will not be touched until the rest of the line is opened. Along about 4 o'clock the road grew lively with trains of coaches, which were brought in from along the line near Marion. No snow was found across the meadows, but it was well banked up just this side of Newark. But the hardest job was in Newof Newark. But the hardest job was in Newark itself. A freight and a passenger train were stalled between Market and Chestnut streets, and great piles of snow were found at every street crossing. By 5 o'clock Superintendent Crawford said: The line is clear to Bahway, and I shall send a train to Newark at give. I hear that the line is sleet.

tendent Crawford said: "The line is clear to Bahway, and I shall send a train to Newark at once. I hear that the line is also clear from Philadelphia to Trenton and halfway from Trenton to Bahway. I think we may be able to send a train to Philadelphia to-night."

The Chicago Limited, the only train sent out on Monday, which left at 10 A. M., was found yesterday at Harrison. The engine had run its front truck off the track. It was incked on, and the train was taken into Nowark, where it will remain until the line is cleared.

Will remain until the line is cleared.

ERIE GETS TO PATERSON.

The hundred and fifty or more passengers who were imprisoned in the Erie depot in Jersey City on Monday night where the Susquehanna left them on her last trip at 10%, spent the night in comparative comfort. Miss Phelps and the married lady and her children slept comfortably in Superintendent Barret's room on the second floor. The lively shop and factory girls curled themselves up on the seats of a Nyack coach, and half a dozen other coaches were at the disposal of the rest of the people.

A good many people who spent the afternoon and night of Monday in the depot went across to the city, but nearly all returned soon and waited for trains home. They were not cheered by this notice, which was put up early in the day:

We do not expect to start any trains from here to-day.

We do not expect to start any trains from here to-day.

J. H. Harmert, Superintendent.

In the afternoon the west-bound track was cleared and a train was sent through to clear the road to Paterson. The trains which were stuck at Passaic were found and all the passengers who wished to do so returned on the work train to Paterson. At 8 o'clock the first passenger train was sent from Jersey City to Paterson, it took only two coaches and had two heavy engines to take it through. No attempt was made to clear the Newark branch or the Northson. It was thought last night that a train would be sent out for Haverstraw over the New Jersey and New York. This road was said to be free of bad drifts for twenty miles from Bergen. All the stalled trains east of Port Jervis were reported to be in safe places. One that passed Port Jervis night before last got back there before it was snowed in. It is not probable that any train will be sent out on the main line before to-night, as the reports indicate that the drifts are irequent and too hard to get through without shovelling. When the storm struck the road it gave the men hard work to get things into shape. Twenty cars of entile were among the last trains in. It took seven engines to get them into the shed, but it was done, although three of the last cars were bucked off the track in doing it. There were a lot more of cattle bound for Weehawken. These were not so lucky. They were caught, and have without doubt frozen to death. At least twenty engines were blocked in the Erle yard. They had fuel enough to keep them alive, but no water. Snow was melted for a while, and afterward hose was run to them from the street, but two of them died.

MOTHING STIES OND., L. AND W. OR WEST SHORE.

The D., L. & W. Railread got out one work. We do not expect to start any trains from here to-day J. H. HARRETT, Superintendent

ROTHING STIRS ON D., L. AND W. OR WEST SHORE.

The D., L. & W. Railroad got out one work train to Newark yesterday, and that was all. A placard at the ticket office announced: "No trains will be run to-day. March 13." Yesterday the tracks were to a great extent cleared through the tunnel and over the mendows to Newark. At the crossing of the Susquehanna road, a few routs beyond the tunnel, two Susquehanna engines were stalled with their frees out, effectually barring the way. They were removed in the afternoon. At Sandford's crossing four telegraph poles lay across the track with snow drifted around them in hears. Between Highland Station and South Orange ten or fifteen trains which started on Monday from Easton. Morristown, and other places are blocked in. They carry from 800 to 1,000 passengers. Since the blockade most of the trains have been brought near stations where there is no dauger of the passengers suffering from cold or hunger.

Many of the business men of the Oranges got down the seak was search as a sea of the Oranges got down to be a sea of the Oranges got down to be a sea of the Oranges got down to be a New York York New Y NOTHING STIRS ON D., L. AND W. OR WEST SHORE.

cold or hunger.

Many of the business men of the Oranges got down as far as Newark yesterday in sleighs or on foot, but could come no further. A gentleman who waiked in from Brick Church Faid that from Newark the comparatively clear tracks made the walking an easy matter. On the Boonton branch the road was practically open to Paterson by yesterday afternoon, but no trains were run. It is expected that trains

will be run at least by to-day noon. In the mean time the milk trains cannot bring their freight to the city and the mails cannot be despatched. NO GO ON JERSET CENTRAL.

pended.

NO GO ON JERSET CENTRAL.

The blockade on the Jersey Central was even more complete yesterday than on Monday. Not a train was run on any of the divisions, and the efforts of the company's employees were directed to the clearing of tracks for the possible resumption of traffic to-day. Six locomotives labered all the morning and well into the afternoon to release two trains from the big drift in the long cut at Jackson avenue, on the Newark branch, and succeeded. The trainwers accommodations that started for Newark early Monday morning. They were stuck last in the snow all Monday night. Some of the passengers secured lodgings in the neighborhood, others sat in the little station, and the rest spent the night in the bunks improvised from the materials in the cars. They were brought back to the city yesterday alternoon. The officers of the company were so much encouraged with the success of their efforts to clear the Jackson avenue cut that it was determined to start atrain for Newark at 7 P. M. but when that hour arrived the tracks were again covered with drifted snow, and it did not seem possible that a train could be got out until this morning.

On the Long Branch division no trains were

but when that hour arrived the tracks were again covered with drifted snow, and it did not seem possible that a train could be got out until this morning.

On the Long Branch division no trains were moved. A locomotive with a car load of trackmen started out on the main line to clear the outbound track, and penetrated as far as Greenville. Three locomotives had come up to Greenville on the in-bound track from Bergen Point. The drift at Greenville was too deep for them, and they were switched to the other trackmen's train, together with a handful of belated travellers who had selzed the opportunity to get away from Bergen Point. Engine S8, drawing the trackmen's train, ran into a bank of snow at Greenville so deep and closely nacked that the force of the collision shattered the glass of the headlight and cab windows. Bits of the flying glass struck the face of Engineer M. N. Clapp, lacerating it badly.

Down at Bergen Point a train with 100 passengers for New York was caught in the bilzard and has not yet been released. At last accounts the hungry travellers had devoured about everything edible in Bergen Point, to the great dismay of that isolated and needy community.

Four locomotives that had attempted to clear

munity.

Four locomotives that had attempted to clear the line were reported off the track between

Four locomotives that had attempted to clear the line were reported off the track between Bergen Point and Elizabethport.

The Lily Clay blondes were still in the Jersey City depot last night, determined to remain in their special car until it is taken somewhere. Another party chartered the sleeper Raritan, and was very comfortable.

It is expected that trains will be moving on the Newark branch this morning.

AUSTIN CORBIN BRINGS IN A TRAIN. AUSTIN CORBIN BRINGS IN A TRAIN.
The Long Island Railroad Depot was the subject for an artist Monday night and yestorday morning. People who failed to connect on the home stretch, sought sweet repose on the downy floor of the waiting room. The benches were filled with the wearty. Two men pulled down a long ladder, which hung on the walls, and slept on the rungs. Many staved there all day vesterday and slept there again last night. The hotels of Long Island City were filled to overflowing. The lingering hope that perhaps a train would move out, kept the crowd in the station.

flowing. The lingering hone that perhaps a train would move out, kept the crowd in the station.

In the sheds of the station were drifts six feet high, and not until night did the busy workmen succeed in uncovering the platforms. The whole system is demoralized. Between Newtown and Corona the 6:10 train from Long Island City to Whitestone Landing is stuck fast, and has been since Monday morning. Only one train left the Long Island City station which succeeded in getting to its destination, it reached Breakneck in four hours; regular time, forty minutes. At Westbury the Port Jefferson mail is stalled. Between Rock-away Junction and Springfield four trains, two from Babylon and two from Patchogue, took a rest for thirty-six hours. At Mineola the Northport and the Locust Valley way trains still lie. Westburg was the sticking place for the Port Jefferson mail, and the Sag Harbor mall stopped at South Oyster Bay. When the last two started, at 7:05 and 7:30 Monday norming, it was raining. Three hours later they were stopped by the snow. The Greenport mail stuck at Waverly. At 2P. M. yesterday all the trains were heard from except the one at Waverly, and that reported an hour later. Communication was very difficult as all the wires were down but one to Whitestons and one to Jamalea. Linemen were at work at them all day, but could do nothing in the wind and cold. On the Rockaway Beach road train No. 2, which left the bench at 8 A. M. Monday, was stalled between Woodnaven and Glendie Junction. She is still there and has no chance of immediate rescue.

At 2:15 yesterday engines 55, 85, and 97, with

rescue.

At 2:15 yesterday engines 55, 85, and 97, with a baggage car filled with shovellers, started over the North Shore division. It was stalled at Newtown, at 4 o'clock, in a cut a mile long, in which the snow is sixteen feet deep. At 12% P. M. engines 99, 101, and 102 started with a snow plough for Jamaica and met a like fate, but late last night, when recalled, was able to come. ome. On Monday four trains came in on the North

come.

On Monday four trains came in on the North Shore division and two went out. At 2 P. M. yesterday a relief train started with all kinds of provisions and cooks for a tour of the whole system, but was recalled at 8 P. M., as no headway could be made. It stuck at Jamalea at 4:10 with engines 48 and 53.

The Indies on the trains stalled between Rockaway Junction and Springfleid were taken to the neighboring farm houses and cared for, Mineola accommodated the forty passengers who were stranded near that place.

At Jamaica 100 passengers, nearly all business men, who started from Patchogue and Babylon for New York on Monday morning were challed at the delay. Among them was Austin Corbin. At his orders at 5 P. M., two passenger cars and two engines left Long Island City to to the rescue of the belated business men. It got through and arrived at Long Island City at 7:50. When the train drew into the station a mighty yell arose from 100 throats, followed by "Three Chears for Aus. the station a mighty yell arose from 100 throats, followed by "Three Cheers for Aus-tin Corbin," which were heartly given. As the the station a mighty yell arose from 100 throats, followed by "Three Cheers for Austin Corbin," which were heartily given. As the company trooped to the ferry house, singing and yelling like Indians, a central flrure was Mr. Corbin, smiling and serene. He was enveloped in a big coat trimmed with scalskin, and his legs were wrapped in pieces of ingrain carpet to the knees. His first question was. "Are any trains running on the other roads? I tell you sir, I tried to get in the first train, and have worked like a beaver all day. I kent away from the boys until I made it pretty certain that I could get them through. We will be in running order as soon as anybody is." He seemed to enjoy the experience of being snowed up immensely. The men on Mr. Corbin's train were very enthusiastic about the way in which he had cared for them. The larders of the surrounding country were at his command opened to the snow-bound men. They were lavish in praise for Conductor Apgar and his crew. Among the business men who siept on the train and accepted Mr. Corbin's hospitality were B. K. True, Schuylor Parsons, Gil Conklin, Charles Searles, Commodore Livingston, William Smith, N. S. Lawson, Dr. Brush, Milton Thompson, and Samuel Thompson, nearly all from Babylon.

Brush. Milton Thompson, and Samuel Thompson, nearly all from Babylon.

A BRIDGOROOM HELD AT POUGHREEFSIE.

POUGHREEPSIE, March 13.—More snow is falling to-night already there are heavy drifts lining Main street, which have been added to by snow shovelled from walks, and are lifteen or twenty feet in height. The 200 passengers stopped here yesterday by their trains being held are scattered among the hotels and prirate boarding houses of the city, and all are doing well. Among them are Assemblyman Hill of Albany and Assemblyman Yates of Schenectady. There is also a young gentleman, who doesn't wish his name, mentioned, who is engaged to be married in New York tonight. About fifty of the detained passengers are fed in the dining car of the Cincinnati express. At one private boarding house eighteen of them have been given lodgings for the night. Four locomotives shoving a huge snow plough left here at noon, going south. The train plunged through a drift eighteen feet deep near New Hamburgh, another big drift near Breakneck, and landed at Cold Spring to-night. They hope to reach Peekskill to-night. North of Sing Sing a drift fifteen feet high and seventy-live yards long awaits the coming of the "bucker." Another snow plough, showed by two engines in charge of General Roadmaster Otts and lifty men, is on its way south and may reach here to-night. A snow-plough train broke the track from Hudson to Albany this afterneon. No passenger trains are moving, or will any be moved to-night. It is hoped that the blockade will be partially lifted to-morrow.

GETTING IN STALLED TRAINS.

One Track Clear Through the Fourth Ave-nue Tunnel, the Other Burled. From the upper end of the Fourth Avenue

Railroad tunnel up to 150th street, where the New York Central leaves the Harlem branch. taking an abrupt turn through a deep and winding cut, the snow has done in a sin-gle day what it will take many days to undo. The further up the road one goes the deeper are the drifts, and the fences finally disappear from view altogether. Throughout the whole distance from the Grand Central Depot up to Mott Haven the up-going track on the eastern side of the tunnel and sunken bed is comparatively free from embankments, so that a couple of heavy locomotives had little trouble in clearing the way yesterday. But the down track is one long drift. The drift reaches its height in the main channel of the townel, the openings of which seem to have acted as suction tubes. Millions of tens of snow have been isoked there as solidly as ice in an free house, as if it had been stored away for summer use. See the deep almost touching the arch. How hopeless the task is of trying to shovel it to one side or to run locometives through it was shown by the efforts made on Monday, Yesterday a gang of 200 Italians were taken up to the mouth of the tunnel at Eighty-fourth street. Before they had gone very far it was evident they could accomplish nothing, having no place hear at hand in which to dump the snow and nothing in which to cart it away. clearing the way yesterday. But the down

The only feasible way is to carry it off in trains

The only feasible way is to carry it off in trains as so much freight.

A reporter of THE SUN took a stroll up the tracks, starting at 110th street, where lay the Stamford special, which was the stalled train nearest to the city. It had been there since 10% A. M. Monday, and it seemed to be more firmly riveted to the tracks than ever, although the drift about it had been cleared away. The engine, which was detached from the train, was covered with a snowy mantle, and the driving wheels and machinery were welded to getter with a continuous muss of ice. The engineer stuck to his post and kept up the steam. The coaches had been deserted by all the massengers except half a dozen young men, who seemed to look upon their experience as a humoke. As long as the company fed them they were satisfied.

At this point the first train since the blockade passed downward about 4 o'clock P. M. on the up track. Two engines with a car between had come up earlier in the afternoon on this track with little difficulty, and Superintendent Toucey made a four with two engines as far as 116th street, and, finding that the up-bound track was open to the junction, he gave orders for the stalled trains to come down to the yards as fast as they could be freed. It was a New Haven train.

A New York Central train stood on the down track was open to the junction, was a Harlem River train in a nuch worse plight than either of the other two, for the drifts are deeper at this point and there is greater danger of overturning.

Above the Harlem River the road bed, being on a level with the surrounding country, both tracks were but thinly covered with snow, and the force of 460 Italians that was put to work cleared the tracks before night. The Harlem River train that was snowed under near the station of Mott Haven was returned on the down track to the junction above and switched to the up-bound track ready to go down to the yeards.

yards.

The junction at 150th street was a sight worth seeing. Three of the snow-clad trains were lying but a few hundred yards from one another, two on the Harlem tracks and one on a switch track connecting with the New York Central at the point where it enters the cut or

witch track connecting with the New York Central at the point where it enters the cut or gorgo. The entrance to the gorge is stopped up by show ton feet deep. In the recesses of the gorge, half hidden in snow banks, are three New York Central trains, whose passengers suffered much privation until the last one was carted away at 10 A. M. yesterday at the expense of the company. Near Macomb's Dam a fourth Central train lingers, and Souvien Duyvii is caring for the passengers of a lifth. Upward of a score are scattered along the line to the northward.

The second train that left the junction for the depot was a double header, and a third engine was at the rear end. It was a White Plains special of the Harlem River road, and got away at 5:12 P. M., arriving at the Grand Central Depot at 5:35 o'clock, making 23 minutes. The reporter was one of a score who came down, but the regular passengers had all been taken off early in the day. The huge drifts in the main tunnel loomed up against the openings of the walls, and were plainly visible as the train swept through the dark interior. The passengers had to wade through heaps of snow two feet deep in the depot itself as they alighted.

NEWARK STILL FROZEN UP.

NEWARK STILL FROZEN UP.

The Sparrowannd Game Birds of New Jersey

Have Perished or Will Starve. None of the street car lines in Newark was perated yesterday, and no teams succeeded in breaking through the immense drifts on the urnpike and plank road between Newark and this city. Dozens of business men residing in Newark and suburban towns were anxious to get to this city vesterday morning, and, finding that no trains were running on any of the five roads, they hired sleighs and endeavored to drive in. In all cases they were stalled before reaching the Bergen Hill. A dozon brewery wagons are blocked in the snow between Jersey

City and Newark. The hotels in Newark are all overcrowded; but little is lacking for the comfort of the guests except milk. There is a real milk famine in Newark. Dozens of milk wagons containing full cans of the precious fluid are snow bound on the roads between Irvington Bloomfield, Orange, Lyons farms, and Newark. though they could get a dollar a quart for the milk in some places in the city. The condensed article is all sold out, and the grocers are bewailing the fact that they cannot buy more. They are short of coal also, and people who de-pend upon buying fuel by the pail have had to

They are short of coal also, and people who depend upon buying fuel by the pall have had to go to the coal yards.

There were no theatrical entertainments in Newark on Monday night and none last night. There were no theatrical entertainments in Newark on Monday night and none last night. The Harbor Lights Company did not arrive. Joe Dowling and Sadie Hasson, with their new play, "Never Say Die." had the big tank constructed at Jacobs's Theatre, but in spite of their motto title, they failed to get to Newark. The London Specialty Company, billed at Waldman's Theatre, was divided, and half of the performers are snow bound somewhere.

Not a live sparrow was to be seen in the streets of Newark yesterday, but the snow drifts were littered with the frozen bodies of thousands of them. A boy picked up 130 dead birds under the ivy at Grace Church yesterday morning, and then did not disturb the snow to seek those buried beneath it. It is deemed highly probable that almost every game bird in the State of New Jersey either has perished in the storm or will starve to death. The rain of Sunday soaked them through, and the sudden fall of temperature deprived them of the power to fly. The death of the hardy sparrows in the sheltered places in the city makes it almost certain that not many quail and grouse in the open country survived the storm.

The New York papers reached Newark on Monday morning, but none got through vesterday, and big prices were offered for copies of TRE SUN. The local papers appeared on time rday, and big prices were offered for copies of

The New York papers reached Newark on Monday morning, but none got through vesterday, and big prices were offered for copies of THE SUN. The local papers appeared on time on both days, but they had no despatches from anywhere. The only telegraph wire in working order yesterday was between Newark and Morristown is not in communication with any other place. The Western Union repairers were stranging through snow drifte all day yecterday, but could make no headway against the tangle of broken wires, and up to a late hour last night the wires were all down between Newark and this city.

No casualties were reported in Newark yesterday, although many persons were saved in the nick of time on Monday night by being dragged exhausted from banks of snow.

Amateur photographers were out in force yesterday morning immortalizing the beautiful scene and taking pictures which will be held up to their grandchildren in years to come to quell any disposition to magnity the puny snow storms of the future. The oldest inhabitant caved in yesterday and had nothing to say about the good old times when he used to sleighride over the tops of five-rall feaces.

Prophet Million, the inconsistent French weather prognosticator, who has lost a small fortune this winter by backing his predictions with good money, raked in nearly \$200 yesterday because he had that much out in wagers that it would rain on Sunday and snow on Monday. He is happy because for once he had no bets the other way.

Two employees of the Singer Sewing Machine Works at Elizabethport reached their homes in Newark at noon yesterday. They reported that several of the employees of the factory were badly frozen in walking from the works to the railroad station, a quarter of a mile away, at noon on Monday, and that one man who died on the way was lying at the factory. They said that the man, whose name they did not know, fell within 100 yards of the gates and was carried back dead. Others were rescued with the greatest difficulty and were taken to Shioni's Hotel with their eye

PHILADELPHIA HAS HER SHARE, Traffic at a Standstill-Valu Efforts to Open

the Raliroads. By Long Distance Telephone PHILADELPHIA, March 18 .- Everything in and around this city is in a frightful condition. Still it is not as bad as it was yesterday. The streets have been eleaned so that street car travel has been resumed, but the railroads are

travel has been resumed, but the railroads are practically blocked. The trains to and from New York and the West are snow bound somewhere, no one knows where. All the Western Union where are down in every direction, occasionally a local train goes out or comes into this city over the Philadelolia and lleading toad.

Efforts have been made to open up traffle, but for miles and miles the railroads are covered with immense drifts. There is a regular blizzand now blowing, and as fast as a drift is cut through the cuts fill again. Nothing like it was ever known here before.

The wind is so light that the water in the Delaware Riyer has been blown nearly out, and in 10,000 neople are crowding the plers and lerry houses, but caunot get across the channel. uses, but cannot get across the channel

Electric Lights Shine Again. The United States and Brush electric com-panies had all their lamps in service last night, and New York was rescued from the gloom of the first night following the bilizzard.

THE FIREMEN CRIPPLED.

CITIZEN FOLUNTEERS LEND A HAND TO HAUL THE ENGINES.

Nearly 100 Families in Dauger in a Block of Burning Tenement, on the West Side— Panic Among Dwellers on the East Side. Shortly after 2 o'clock yesterday morning three alarms of fire were sent out calling for twelve engines and four trucks. The fire was in West Forty-second street, a block from the West Shore Ferry, and within a few rods of the Consolidated Company's gas works. The blizzard was prancing viciously at the time, and not at all tired. It had, in fact, got its second wind. Chief Shay, with his eyes wide open, was at his headquarters in Mercer street, and Chief McCabe was at his headquarters at Twenty ninth street and Seventh avenue. Shay jumpe into his wagon. McCabe mounted a broadbacked horse and started for the scene. Shay' wagon tumbled over the drifts and McCabe's horse ploughed through the mounds until he reached Forty-second street and Eleventh avenue. No. 2 engine, with six horses and a score of men to help, was being backed to the hy drant in front of Bernard Daly's saloon on the corner, while fifty feet away the double tene ment at 559 West Forty-second street was roaring and crackling with great flames that

roaring and crackling with great flames that were licking up the five stories and roof as if they were shavings.

Engine house No. 2 is but three blocks away, but Foreman Brown and his men and the six horses had a mighty tough struggle to get to the fire. The two chiefs immediately gave up hope of the eleven other engines under the call, and directed that No. 2's one line of hose should be used so as to protect four large tenements adjoining 559 on the east. Foreman Colby of Truck 4 and Foreman Nugent of Truck 7 and their men responded without the trucks. They carried their ladders and axes. Sixty families, with lots of children, were hustled out of the four tenements. Forty families and a corresponding number of little ones had got out of 559 and were distributed in Daly's saloon, the barroom and restaurant of the West Shore Rotel, Fitzgerald's feed store, and the tenements on the opposite side of the street.

The flery einders from 559 set fire to the roofs

The fiery cinders from 559 set fire to the roofs of the four tenements, and only after an hours

The flery cinders from 559 set firs to the roofs of the four tenements, and only after an hour's battle had No. 2's single hose and the axes of the truckmen put out the flames. Patsy Eagan owned 559.

The women and children who were turned into the street were greatly excited. Assemblyman Dalton, Dr. McManus, Mr. Daly, Mr. Fitzgerald, and Air. Blum of the hotel gave them flood and shelter. Mrs. Mary Timmons, a widow, was taken from her bed in the tenement at 555, apparently dying from consumption, and lay on one of the long tables in the West Shore Hotel. The fire started in the cellar of Mrs. Gorman's little grocery shop at 559.

consumption, and lay on one of the long tables in the west Shore Hotel. The fire started in the cellar of Mrs. Gorman's little grocery shop at 559.

Fire broke out yesterday afternoon at 2:40 o'clock in Raphael Raphael's smoke house in the cellar on the north side of the five-story double tenement house at 35 Allon street, and the fire lighters had to return to the primitive and uproarious methods of half a century ago to reach it. The snow drifts made an almost insurmountable blockade in the East side streets, and hundreds of excited citizens seeing the nlight of the firemen, lent willing hands to the toiling fire horses by litching hawsers to the toiling fire horses by litching hawsers to the toiling fire horses by litching hawsers to the toiling sire horses by litching hawsers to the toiling fire horses by litching hawsers to the toiling sire horses by litching hawsers to the toiling sire horses handling of some sausage mean ear a furnace; but so great were the obstacles that as soon as the first engine got anywhere near a furnace; but so great were the obstacles that as soon as the first engine got anywhere near the tenement a second call for refaforcement of onglines was sent out to guard against possible spread of the flames. Engine 25, whose headquarters are in Marion street, near Prince street, started out with eighthorses, but the snow was too much for them. A hawser was hitched to the toigue, and 100 citizens seized hold of it and began to tug for all they were worth. Hundreds of men and children, attracted by the strange spectacle, followed, shouting encouragement to the volunteers. A hose cart dashed along the sidewalk, scattering frightened bedestrians right and left.

The tenement that was aftre is opposite for anyther and they were buried under snow drifts, and ther are several fire hydrants in the block; but they were buried under snow drifts, and the fremen had to use the hydrant at Canal and Grand streets. Hundreds of citizens rushed to the aio of the firemen and helped them with the hose.

Tw

skylight that crowns the telegraph room. and those not in immediate use were so covered last night. Assistant Superintendent Farrell says that more snow is not to be feared so much as a continuance of the wind or a change to rain, which would greatly increase the disability of crossed wires. So far as the telegraphic department is concerned there have been storms before this which impeded communication to a much greater extent. About fifty men were at work repairing the wires yeaterday, and more would have been employed if they could have been obtained.

Secretary Jussen said, in reference to the lack of fuel to supply the engines at the Laight street fire on Monday night, that the coal depots from which extra fuel is always furnished had a full supply on hand, and that the only difficulty in regard to coal was in transporting it. The tenders which were called to that fire carried a small amount, in order to lighten their weight as much as possible. There is not likely to be any trouble with the hydranta, he thinks. The snow will prove a sufficient protection against theoring.

Up to 8 o'clock last evening there had been nine alarms reported to Fire Headquarters, besides several etill alarms since the bilizard began. The only fires of importance were those at Laight street and West Forty-second street. The written renorts of battalions have been dissontinued. It has been thought best to allow the firemen to devote their entire attention to their netive duties. last night. Assistant Superintendent Farrell

No Water Left lu Camden. By Long Distance Telephone.

PHILADELPHIA, March 13 .- Camden is in a bad predicament The wind has blown almost all the water out of the Delaware River, and the city's water supply is exhausted. If a fire broaks out it may sweep away the whole city. Public offices are closed, private business is almost suspended, no mails have been received, and there is no telling when they will arrive. Not a train has arrived during twenty-four hours. People are melting snow for drinking water, and all the factories have been shut down.

HOW BROOKLYN IS DOING.

No Surface Cars Running-More Than 190 In Brooklyn yesterday no attempt was

made to resume traffic on any of the street car lines, but the elevated railroad managed to resume operations. Superintendent Martin had a couple of hundred men at work on Monday night clearing the snow from the tracks, and yesterday he succeeded with but slight intertuptions in keeping fifteen trains in operation. They were not run on schedule time, but the general rule was from eight minutes to ten minutes headway. Each train was packed, but greater care was exercised by engineers and train men, and not an accident occurred. The managers of the surface roads directed all their efforts to the removal of the snow from the tracks. In this work the big snow ploughs were not used, but 4,000 or 5,000 laborers were pressed into service, and on all the lines this work was continued all day. It is expected that travel on almost all the main and partly because Superintendent Martin lines will be resumed in part to-day. The City Railroad Company alone has eighty miles of tracks to clean off, and as several of its ploughs were broken in the vain effort to light the first attack of the blizzard on Monday morning, the work of removing the snow will be attended with so much the greater difficulty. President Lewis says that \$50,000 will not cover the loss to the company by the storm. If other roads have been similarly damaged, and even should there be no return of the storm, several days will be required to put matters in their accus-

Sleighs were almost the only conveyances seen in the streets yesterday, and for their use big price was demanded. Very few of the backmen ventured out yesterday, apparently satisfied with the handsome profits they had made on Monday. The lack of hotel accommodation in Brooklyn was painfully illustrated on Monday night. The few hotels around the City Hall could not shelter half the number of persons who were cut off from their homes, and many persons, after making vain efforts to obtain a covering for their heads for the night, were glad to seek refuge at the police stations. Anxious inquiries were made at Police Headquarters for more than one hundred missing persons, but it is presumed that all of them, or nearly all, have turned up, as inquiries were not resumed yesterday. Many persons have suffered severely from exposure during the storm, and there are from 20 to 30 in the various hospitals who were picked up unconscious in the snow, but all will recover, and so far no loss of life has been reported. It is feared, however, that such a blizzard could not keep a city of nearly a million people in its cold grin for a couple of days without some fatal consequences, and that it will be found that some persons have been buried in the snow. There has been intense suffering among poor people in the tenement districts. It has been almost impossible to obtain fuel, and yesterday coal was not delivered for less than \$15 a ton. All funerals have been postponed.

tomed shape.

Brooklyn has fared well in the matter of fires, as none of any serious consequence has occurred since the storm set in. Fire Commissioner Ennis has kept all the men on duty at the stations, and by permission of Mayor Cha-pin, he has hired a couple of hundred extra horses for temporary use, as the regular supply would be of no service in dragging the en gines through the blockaded streets. The snow has been cleared away from the fire hydrants. The only fire yesterday was at 27 Cler mont avenue, but it was quickly extinguished

strange of men and children, attracted by the strange spectacle, followed, shouting encouragement to the volunteers. A hose cart dushed along the sidewalk scattering frightened pedestrians right and left.

The tenement that was afire is opposite Grammar School No. 2, and there are several fire hydrants in the block; but they were buried under snow drifts, and the fremen had to use the hydrant at Canal and Grand streets. Hundreds of citizens rushed to the aid of the firemen and helped them with the hose.

Twenty-two Jewish families, numbering nearly 100, all toid, lived in the double tenement, and they were all in the street soreaming in terror. The firemen ound that Raphael, the butcher, had dashed out leaving his daughter in the smoke-filled sitting room in the basement over the smoke house, and one of the firemen rushed in and carried her out.

Only two engines were able to get to the scene on the lirst alarm, and only three engines of the seven due on second alarm were gines of the seven due on second alarm were mid in meting order. About \$300 damage was done to the butcher shop and bakery and \$800 damage to the building, which is owned by a Mirs. Crook, who lives in Seventy-sixth street. Neither Baker Mendelsohn nor Butcher Raphael was insured, and they stood out in the snow drifts of Allen street and tore their hair in gried.

The panting double team of Truck 9 gave out in Prince street, near the Bowery, while returning from the fire, and a hundred citizens and boys volunteered to drag the cumbrous apparant aus to fix house in Elizabeth street, a block and a half away. The horses refused to budge, and were unhitched and led around to their terming from the fire, and a hundred citizens and were unhitched and led around to their terming from the fire, and a hundred citizens and they stood out in the snow drifts of Allen street and tore their hair in gried.

The panting double team of Truck 9 gave out in Prince street, near the Bowery, while returning from the fire, and a hundred citizens and boys volunteered

and were unhitched and led sevond to their stable. Scores of willing hands helped the firstable. Scores of willing hands helped the firstable. Scores of willing hands helped the first men to take the ladders off the truck and rush them to the quarters, and after the ladders were taken away the enthusiastic crowd dragged the truck to the house in a few minutes.

The spilling out upon the floor of some coals from a grate in the brokerage abop of Fig. 2. The spilling out upon the floor of some coals from a grate in the brokerage abop of Fig. 2. The spilling out upon the floor of some coals from a grate in the brokerage abop of Fig. 2. The spilling out upon the floor of some coals from a grate in the brokerage abop of Fig. 2. The spilling out upon the floor of some coals from a grate in the brokerage abop of Fig. 2. The spilling out upon the floor of some coals from a grate in the brokerage abop of Fig. 2. The spilling out upon the floor of some coals from a grate in the brokerage abop of Fig. 2. The spilling out upon the floor of which is a spilling out upon the floor of some coals from a grate in the brokerage abop of Fig. 2. The spilling out upon the floor of some coals from a grateful and the g

from New York arrived, and at noon all the mail was cleared from the office. Whether it would all reach its destination was another question.

The florce gusts of wind on Monday night caused much damage all over the city. Trees, ferces, chimneys, and awnings were blown down and windows smashed. A memorable elm in Bergen street, near Nevins, two feet in diameter, with two immense branches, which was the pride of the neighborhood, succumbed to the storm early yosterday morning. It broke off throo feet from the ground. The big branches fell on an unoccupied house, 24 Bergen street, doing considerable damage.

The Sun yesterday morning found greedy buyers at 10 cents and 15 cents a copy in Williamsburgh and Greenpoint.

"I wouldn't have left my house," said one buyer, "for a good deal of money except to get THE Sun. New I've got it I'll go home and enjoy myself. All the people in my nouse are awaiting my coming, and we'll make a party reading and listening."

One man, the purchases for speculation. "No," said he, "I have got the parers for people on my block, When they heard I was going after The Sun they agreed if I would bring back a copy to them to clean my stoop and sidewalk. You should have seen the 100 they contracted for."

Every street and avenue in Greenpoint and Williamsburgh is blocked with snow, failen trees, and descreted trucks and wagens. I extend their yards, they said demanding coal. To those who could buy it, coal was dealt out in small quantities. Several factories which rely on a daily supply of coal were forced to shut down yesterday.

Assistant Chief Engineer John Smith of the Fire Department last evening had sleds sent to all the engine houses to carry the hose in case of a fire.

The Park Theatre, the Grand Open House, and Hyde & Behman's Theatre were open last night, but the audience in each was very small. Arrangements had leen made for opening the Brooklyn Theatre, but grand or opening the Brooklyn Theatre, but grand or opening the Brooklyn Theatre, but grand or opening the Brooklyn Theat

night on the elevated road having left the bridge at that hour. Trains will run on regu-lar schedule time, it is expected, on this road to-day.

NEARLY NORMAL ON THE BRIDGE. As the Day Advanced that Channel to Brook-lyn Opened Wider.

Trains on the Brooklyn Bridge ran all Monday night, and until 7 A. M. yerrorday travellers found no difficulty in crossing the river. Then the usual rush of Brooklynites to get to the metropolis began, and although no surface cars were running yet the Brooklyn elevated railroad supplied enough passengers, with those who made their way to the bridge on foot, to cause a jam at the bridge entrance, Sands street before 8 A. M. was filled from curb to eurb with a pushing and struggling, but good-natured mass of human beings-mostly men, but a good many women.

The cable was not used, partly because the bearing wheels on the bridge were frozen stiff deemed it unwise to use the grip on account of the accumulation of snow and ice. The same prudence also governed the counsels of the managers in regard to the number of trains managers in regard to the number of trains permitted on the bridge. Only one train at a time was allowed to burden the structure. As soon as one train arrived on one track another was started from the other track. In this way it was possible to divide the crowds, sending the passengers for ten minutes up the north stairway and in the next ten minutes up the south stairway. Trains of three cars and two engines were run.

stairway and in the next ten minutes up the north stairway. Trains of three cars and two engines were run.

This arrangement, however, while the necessity existed of sending passengers up first one and then the other stairway, was not sufficient to relieve the pressure at the one ticket office. An arrangement adopted to send passengers through the ticket office to the seuth platform caused a rush in that direction. The rush up the stairway was prevented by a rope stretched across the promenade from the south side to the ticket office on the north side, and four policemen steed on guard to prevent the crowd from breaking through. Then the crowd turned to the ticket office and performed a letter S in winding through the ticket office across the promenade to the south platform.

Still the crowd in Sands street grew and increased, and finally to relieve the pressure the south roadway was thrown open to pedestrians. Thousands walked to New York in the roadway. Grown men irolicked like kittens and ran races. Eight young men procured a rope from somewhere and tied themselves to it at intervals and trotted across the bridge, pretending that they were enduring the perils of an ascent of the Alps. There was no need for their precaution.

Sherity siter 11 o'clock a force of seventy-five men was put to work cleaning the promenade of ice and snow, and it was thrown open to pedestrians. This, with the throwing open of the readway, releved the pressure at Sands street, and at noon bridge travel resumed its usual aspect.

usual aspect.
Four-cartrains, with two locomotives—one to push and the other to pull—kept the public unler way across the bridge all day after 12 octock. Of thirty bridge policemen who should have

Of thirty bridge policemen who should have reported for duty early yesterday morning only eighteen appeared at the Sands street bridge police station, and at 8 A. M. twenty of the entire platoon reported for duty. This compelled policemen who had been on duty during the first of the storm to remain at their post. Several pedestrians who stole their way on the bridge unobserved were found during the night on Monday in a half-dazed condition, and were taken to the tower stations, rubbed, and escorted to land.

In the afterneon the last car of a three-car

and escorted to land.

In the afterneon the last car of a three-car train arriving in New York, after unloading passengers, jumped the track at a switch, and travel was delayed for half an hour.

LINEMEN GET AT THEIR BIG JOB. One of These Days We Shall Be Able to Telegraph and Phone.

The Western Union Telegraph Company had a force of more than 300 men out yesterday polstering up poles and untangling wires in the city. No pretence of sending messages by means of city wires was made. All business that came, however, was received, subject to delay, and then transmitted through the pneumatic tubes of the company and forwarded to its destination by messenger.

The Western Union Company was, indeed, very humble in regard to the condition of the city wires, and fell back, as it were, without reserve upon compressed air. The United Lines had one wire open to the Hoffman House.

The scene in the main operating rooms was similar to that to be witnessed in a schoolsimilar to that to be witnessed in a schoolroom when the master's back is turned. Most
of the operators had literally nothing to do
but telegraph with their eyes to their charming colleagues of the opposite sex. Western
Union was able to talk to Chicago, Pittsburgh.
Cincinnati, and Buffalo in the West, but in the
East and South all wires were reported down.
In the North connection was good with Albany.
Syracuse, Newburgh, Rondout, Hudson, Utica,
Peckskill, Tarrytown, and stations on the
West Shore Italiroad.
The telephone wires were all demoralized

Syracuse, Newburgh, Rondout, Hudson, Utica, Peekskill, Tarrytown, and stations on the West Shore Railroad.

The telephone wires were all demoralized yesterday. The Long Distance Telephone Company has been a happy exception all through. Local telephone plants were in a bad plight yesterday. Thirty men were put at work to restore to the pernendicular seventeen poles in West Eleventh street which had been tilted against the house fronts, breaking window glass and smashing shutters, and also defacing brick walls. Nine poles were down at Tenth avenue and 140th street, and the same tale was oft repeated in Harlem and Mott Haven. A cable belonging to the Metropolitan Telephone Company was jerked out of the bed of the North River by a steamer which anchored off Cortlandt street on Monday night.

The electric lighting companies say they are in good shape again.

The police wires were working better yesterday. Linemen repaired damages till Police Headquarters was in communication with the twenty-one stations below Forty-second street. This was a gain of fourteen stations over Monday, but perfect communication was established only with the stations comprising the

This was a gain of fourteen stations over Monday, but perfect communication was established only with the stations comprising the western division. The entanglement of the wires made it difficult to receive long despatches. The telephone wires connecting the Central Office with the Charles. Mercer, and West Thirtieth street stations were in order, and that mode of communication was most used.

and that mode of communication was most used.

The police wires above Forty-second street are still in bad shaue, and the fourteen stations beginning at West Forty-seventh street and ending at Kingsbridge are obliged to do their business with the Central Office by mesengors. Not a few policemen came to Police Headquarters with despatches yesterday.

MR. BARGUET AND WE SWAP NEWS. Mount Vernon's and Lurchmont's is Interesting, and No is Ours.

The snow-bound citizens of Larchmont and Mount Vernon haven't seen a newspaper since the bilizzard started in on Sunday night, and Newsdealer P. T. Barguet started out from his store at First street, Mount Vernon, yesterday morning to get a supply of Suns for his imprisoned tewnsmen. He started at 8% o'clock and got to THE SUN office at 7% o'clock P. M. All of the distance to 166th street, where he caught on to a suburban rapid transit train, was made afoot, in company with J. B. Clarke of Larchmont, who was in 1880 a professional

walker. ported that the whole Westchester region they passed through was hopelessly snow bound. Retween Woodlawn Junction and Pelhamville they saw nine trains snow bound in a row. Newsman Barguet reported that the passengers of the blockaded trains passed Monday night playing cards and singing to while away the dragging bours. The blockade of the trains was so effectual that the townspeople around the station estimated that it would take between two and three days to untangle it. A business man on a Boston train blocked at Mount Vernon offered \$100 on Monday night to any one who would drive him at once to Williamsbridge to catch or communicate with this city, but nobody accepted the offer. The townspeople saw that nobody could undertake the journey without a certainty of being burled in the snow drifts.

Townsman Masterson, who lives at Bronx-ville, died suddenly of apoplexy at 25 to clock Monday morning while at Mount Vernon, and his friends offered to pay \$25 to the one who would carry a message to Bronxville to Masterson's family. All tolegrath and telephone communication was cut off, and the only way word could be get to the family was by messenger. Nobody in the town had the hardinood to face the bilizard and carry the message through, and it was not until last night that Masterson's family knew of his death. His body was taken to a hotel.

The Larchmount and Mount Vernon liquor dealers declared vesterday afternoon that their supply of hard liquor had been entirely consumed by the belieted passengers and chilled townspeople who were out doors in the storm.

Newsman Barguet said that he was going to waik back to Mount Vernon this morning, as walking, with an occasional lift from a passing sielch, was the only way that any one could hope to bring into Mount Vernon the interesting news of how all the rest of the cutside world was overwhelmed by the blizzard. Retween Woodlawn Junction and Pelhamville they saw nine trains snow bound in a row.

Where Commissioner Fish Was. Aqueduct Commissioner Hamilton Fish, Jr., telegraphed yesterday to the office that be had been snowed in at Spuyten Duyvil Creek for twenty-four hours.

EAST RIVER ICE-BRIDGED.

BUNDREDS CROSS ON FOOT FROM THIS CITY TO BROOKLYN.

Score of Footbardy Men Caught when the

Ice went Out-Three Rescued with D.M. cuity-All Travel by Bent Stepped. The rising tide bore up from the bay yea-

terday morning a huge field of ice. It wafted it past the Battery before the sun was due, and shot it up the East River. The lower ferries saw it coming, and did not attempt to put out any boats. It was wider than the river, and longer than it was wide. When it got up as lar as Burling slip on this side it stuck. The edge scraped the Mallory steamship dock, and twisted several piles out of position. At Fulton ferry, just above, it caught fast, shutting in the slips, and jamming hard against the next pier above where the Black Ball clippers dock. A long extension of ice shut out traffic almost up to the Brooklyn Bridge. At the same moment the eastern edge, which jutted far shead of the New York side of the floe, caught onnosite Fulton Ferry. It jammed into the docks for nearly a mile south, shutting in the stores from Martin's to Roberts's. A point ran northward from the centre just under the shadow of the big bridge. Southward another point reached nearly to Governor's Island. It was an enormous ice field of many hundred acres and old salts had to go back a dozen years to recall its equal.

All this was before 8 o'clock. The bridge was not running cars then, and even refused foot passengers an entrance. Fulton Ferry was blocked. The hundreds of people who had gathered at the two gateways to the city were impatient. A daring spirit leaped from the bridge dock to the ice and started afoot across the floe. His progress was anxiously noted for awhile, and then another man tried it. More followed, and in a quarter of an hour a straggling line of pedestrians stretched across the river from Brooklyn to New York. At this end they found three piers on which a landing could be made. One was the upper Mallory dock, another the Harlem dock of Fultor Ferry, and the third the Black Ball dock, just above. The last was the favorite, especially after half a dozen fishmongers from Fulton Market, whose occupation the blizzard had destroyed, let down ladders, and accommodated climbers at 5 cents a houd. The example inspired people at the New York end to travel eastward, and by 9 o'clock hundreds were availing themselves of the unusual passage. The Brooklyn Bridge was opened to traffic soon afterward, but this did not deter the natural bridge passengers, many of whom made the trip simply to say they did it. On the bridge immense crowds stood and gazed on the singular sight below. A large number of these persons hurried to the nearest end of the bridge and made for the ice passage, in search of adventure and glory.

About 9 o'clock some tugs made strenuous efforts to break the blockade. One tried it on the west side without success. The powerful tug Transfer No. 1 of the New Haven line went through the six-inch ice like cheese, as far as the second Fulton Ferry slip. This opened the rond for the ferryboat Fulton, which began plying between the slip and Catharine Ferry on ing between the slip and Catairine Ferry on this side. It destroyed the entrance to the ice bridge, too, and drove the people down to Martin's stores, where some longshoremen erected ladders. They exacted one cent toll, but were willing to take a quarter, and got a good many of them, with several coins of larger size. One man gave a dollar, and said it was worth it to walk across the Last River.

Several women made the trip. Some were unattended.

worth it to wak across the East liver.

Several women made the trip. Some were unattended.

litchard Balsing, a ferryman at Fulton Ferry, estimates the number of persons who crossed at 10,000. Mr. Howell of Martin's Stores says there were only 1,000. The majority of estimates range between these figures.

As soon as Mr. Martin discovered the ice bridge he declared the passage foolhardy, and decreed that no others should make the trips from his two piers. The enterprising ladder men thereupon transferred themselves and their ladders to Watson's pier, nust below, and business was continued. A good many started from Roberts's piers, but the fee there was not safe, and people were warned off.

The dogs who crossed the natural bridge were legion. They seemed to appreciate the rarity of the situation. Tommy Ryan, a Brooklyn junk dealer, has a dog with a record. He made the trip four times all on his own account.

Charles Peek of Brooklyn, whose wife was the first woman to cross the Brooklyn Bridge after it was built, travelled yesterday's ice bridge trip.

first woman to cross the Brooklyn Bridge after it was built, travelled yesterday's ice bridge twice. He had business in New York, and, as twice. He had business in New York, and, as the ferries did not run, came over and back on the ice. He said it was solid as a pavement. C. R. Cone went to business in Brooklyn on that passage, and said he wished it were permanent. The wind blew him clear across without effort on his part. He tried first to land at Roberts's Stores, but finding that unsafe climbed up above the ferry house.

Meantime the tugs were very hard at work trying to force a passage. One hugged the New York shore, another the Brooklyn shore. Others attacked the floe from the south. They did little good for awhile. A large tug belonging to the Old Dominion line did the biggest slice of work in the beginning. The pedestrians scorned the invasion of the tugboats, and increased in numbers every minute. Several newsboys stood in the mid-die of the river and sold The Sun, "ice-bridge

The pedestrians scorned the invasion of the tugboats, and increased in numbors every minute. Several newsboys stood in the middle of the river and sold The Sun, "ice-bridge edition," for ten cents each.

High tide was due at 9:46 o'clock. Its effect was felt about 10 o'clock. The average pedestrian did not know this and did not care. But the seamen and 'longshoremen knew the fact and realized the danger when obb tide would loosen the lee raft from its moorings. The knowing ones therefore placed themselves at the several entrances to the fice and warned people back. Very many refused to obey, and, the laaders having been banished, let themselves down from the plers. The ice looked strong and they thirsted for glory. Many were seized by the 'longshoremen and kept off by main force.

At the turn of the tide the great iceffeld moved. Not a crack on its surface showed the change, but a grating unon the ends of the niers against which it was pinned told the story to the self-appointed watchers along the shore, and loud were the cries to get to the shore, and loud were the cries to get to the shore, and loud were the cries to get to the shore, and loud were the cries to get to the shore, and loud were the cries to get to the shore, and loud were the cries to get to the shore, and loud were the cries to get to the shore, and loud were the cries to get to the shore, and loud were the cries to get to the shore, and loud were the cries to get to the shore, and loud were the cries to get to the shore, and loud were the cries to get to the shore, and loud were the cries to get to the shore, and loud were the cries to get to the shore, and loud were the cries to get to the shore, and loud were the cries to get to the shore, and loud were the cries to get to the shore, and loud the shore and loud the loud

Soon after the last man was landed the field yielded to the tide, and moved rapidly down the stream.

On the Brooklyn side more exciting incidents were taking place. There was no crowd, for there were few going eastward. Three men who had just started when the big floe haired on the turn of the lide seemed uncertain which way to go. The lag Marchall was to the southward cutting north. She had made little progress, but when the tide turned she made one long leg back, and in the flungs forward cut the ice like ple crust. She went faster than was expected, and approached close to where the three young men had just started on their/ferrious trip.

The men stormed in terror. The ice bulged underneath them with the pressure and the waves. Had they rushed on they would at least have shood upon the main sheet. As it was they heritated, moved backward, forward, back again, and stood still. The free cracked merrily. Then it bulged up, separated and seeh of the three young men were launched upon a separate cake of ice. The tigs had gone through likean arrow, and was far up the stream. They shouted frantically and waved their arms. Those in the crowd on the wharves shouted and waved their arms, too. Several tugs saw the predicament and started to the rescue, but